

# AVIATION

*The Oldest American Aeronautical Magazine*

AUGUST 30, 1926

Issued Weekly

PRICE 15 CENTS



Air Corps Blimps TC-5 and TC-9 Circling the Capitol, Washington, D. C.

*Underwood and Underwood*

VOLUME  
XXI

## SPECIAL FEATURES

NUMBER  
9

FINISH OF THE COMMERCIAL AIRPLANE RELIABILITY TOUR  
NATIONAL AIR RACE MEET TO START SEPT. 4  
THREE-ENGINE PLANES FOR AIR TRANSPORT

GARDNER PUBLISHING CO., Inc.  
HIGHLAND, N. Y.

225 FOURTH AVENUE, NEW YORK

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AUGUST 30, 1926

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## A PREDICTION REALIZED



## The New Curtiss "FALCON"

**DURING** the past several months, the first group of Curtiss "Falcon" to be delivered to the Army have been undergoing service tests in the hands of Air Corps pilots.

As was foreshadowed when the "Falcon" won first prize in the Observation Competition at McCook Field, this new observation airplane has rapidly gained favor with the flying personnel, who have found it much faster and more maneuverable than the present service type.

Powered with either the Curtiss D-12 or the Liberty motor, excellent from a maintenance standpoint, with a truly remarkable performance, the "Falcon" fulfills its advance indications of being the finest observation type in service today - a worthy "big brother" to the Curtiss " Hawk," the standard service pursuit plane of the U. S. Services.

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## AVIATION

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### The Ford Trophy and Aerial Service

**W**HEN THE Ford Trophy was offered as a prize to stimulate the development of better aircraft for that purpose it was not believed by the classes that it would become the symbol of speed. It was given as an encouragement to designers. The Ford Trophy has now gone through a similar process before it finally is representative of it in definite class or contest. Last year the tendency appeared to have it a contest for better air transport development. But this year it has resulted itself into a demonstration of the individual planes which are made for aerial service purposes, those for air transport.

This development of low priced reliable aerial service aircraft in the United States is, perhaps, the most significant aspect of American aviation. It is unique to us where else in the world is there any thing like it. Other countries have produced many types of airplanes for air transport purposes, but have used all types in military planes for such aerial service is there a record. Here, commercial aviation has become sharp divided into the two classes.

The second interest Commercial Reliability. This has served an excellent purpose in stimulating the production of many types of airplanes for aerial service. The public has come to regard the air transport as a branch of aviation as the most important, but a careful study of the numerous possibilities of aerial service will show that possibly in this class lies the largest market as well as a most profitable field. In an important activities, the competition is highly developed and the air transport is the main consideration. With aerial service many other factors than speed enter, and the competitive element is not overbalancing. Therefore, there are certain classes of service which when performed in the airplane are so much more efficient and in most cases, despite current cost that the aerial method may be said to hold the field of its class in this respect. From this comes then it seems very probable that time will bring the possibilities of aerial service more and more into prominence.

When the two fields of commercial aviation become more and more differentiated, and the types of aircraft for air transport and aerial service are specialized, our trophy will not be able to attract successfully contestants from both classes. The contestants therefore will have to choose which field they wish to stimulate. Air transport machines will have characteristics that will differ widely from aerial service equipment and any formula that is effective to one may be different for the other.

To date, the Ford Trophy has been extremely valuable in drawing to the attention of the world the reliability and extent of American aerial service airplanes. It is to be hoped that it will continue to be a prize to encourage in this class as it is in this field that the United States leads and many are of the opinion that aerial service may become a more important activity for aerial development than air transport.

### Reliable Engines for Airplanes

**I**F it is generally accepted that the safety and reliability of a modern airplane rests almost entirely on the power plant. Problems in aerodynamics design aside in an engine completely solved have certainly been reached in a great degree the correct safety of the airplane is not jeopardized on engine. Naturally, with a full knowledge of the aerodynamic forces acting upon an airplane in flight, the structural design of modern machines need not give any moments from the standpoint of safety. But with the airplane just as plane, in spite of the high value to which modern airplane engines have been developed, these still remains the element of danger from two sources, namely, fatigue and fire.

The first danger is certainly one of mechanical wear and strain, the whole system or which depends upon the detailed design of the engine with a view to the elimination of all unreliable features. On the other hand, the second danger, that of fire is of basic origin since it is entirely a problem of fuel. A great deal of experimental work has been carried on both lines and aimed in the development of an engine suitable in operation which will not require the use of fuel, such as alcohol with a very low flash point. While this is actually published regarding these experiments the report made recently in the British Association for the Advancement of Science by H. D. Pyle who is trying to develop an atomic engine which burns relatively explosive fuels in an absolutely safe way.

Since there would appear to be little hope of making gasoline more explosive, the most logical direction in which to turn for the desired engine is toward the Diesel principle. As is well known, the first step in this type of engine is not explosive having a very high flash point. It is however, exploded explosive and, therefore, made to develop power, through being brought to a very high temperature. This heat is obtained in enormous and sudden compression of the liquid in the engine cylinder. It is said that the nature of the Diesel type is a simple principle to make the fuel being placed at the bottom of a wooden tube into which a plunger is rapidly forced with the result that the compressed air becomes so hot that the fuel is ignited.

While this Diesel principle has distinct possibilities for airplane engines since the Diesel engine is one of the most satisfactory marine engines in use, it has the most disadvantage in that the enormously massive cylinders necessary owing to the very high pressures involved are almost prohibitive in airplane power plants because of weight. It is understood, however, that, while success with an engine like this for airplanes is not yet in sight, there is every reason for hope in the near future. The work which is going on, whether here or abroad, is of paramount importance and should receive every encouragement and consideration for it is looking toward the solution of one of the most important problems in the safety of flying and air transportation.

# Three-Engine Planes For Air Transport

Reliability and Punctuality Insured by Three-Engine Principle in Commercial Air Transportation.

By C. G. PETERSON.

Assistant to the President, Wright Aeronautical Corp.

WHICH WORLD you prefer to see, a plane whose engine survived a forced landing once in every forty trips, or a plane whose power plant could not average 250 hours' landing during the life of the plane? That hardly sums up the question between single and three-engine planes for transport work. The United States Air Mail service figures show an average of one forced landing from engine trouble per 100 flights. On a daily transport line such as New York to Chicago that would mean one forced landing every 25 days. By the lowest probabilities, planes with three engines at this same reliability as the single engine plane would average one forced landing from power plant trouble in 1043 trips, or on the daily New York-Chicago route one forced landing from power plant trouble every 261 days, or at most 25 days.

## Probability of Forced Landings

Now, from the one forced landing per 100 flights as given by the U. S. Air Mail service and, for more conservative data, private contractors will set it. It should be remembered that the one forced landing per 100 flights in a crop was obtained with top quality landed planes, the top load planes weighing 3 lb. per sq. ft. The average air mail and transport planes are allowed to carry from 25; to 4 lb. per sq. ft. Extra the results of this loss in loading, the dependability of the engine and its drive. The English air transport line figures show that in 760 flights in one year there were 52 forced landings from engine trouble, or one forced landing per 40 flights. In this case engine trouble was the main cause. These English figures were carefully compiled. English engines are paid on hours, their reputation for low risk rate is usually lower and it was, in fact, not as high as a more accurate figure for a transport line that was in 1926, particularly with heavy loads. With a single engine plane, one forced landing per 100 flights was averaged, it would mean one forced landing each 10 days on a daily route from New York to Chicago. With a three-engine plane alone, engines had the same degree of reliability as in the single engine plane, the probabilities would

be one per 530 trips, with three anti-cooled engines and not with one-cooled engines.

Both the United States and the English forced landing figures are on basis one with anti-cooled engines. The United States Air Mail shows 50% of these forced landings are from water landings on trouble, the English figure 20%. If 50 forced landings in 100 flights could be decreased, then instead of one forced landing in 100 flights, the reliability would be one in 100 flights with one-cooled engines. The English figure would become one in 530 flights with one-cooled engines.

If in the one forced landing in 40 flights one, one-cooled engine at the same degree of reliability were used as the three-engine plane, the probabilities become one per 1043 flights. If, in the case of the New York-Chicago line, as usual of existing one forced landing every 10 days, the probability would be one every 10 months or 355 week days. The above figures are very realistic but the low-level and opinions of probabilities and planes are as good as the other methods of calculations. The entire area on the reliability of the New York-Chicago line is the same per 30 minutes but the same line.

## Importance of Reliability

If engines improve that, on the larger air track lines, safety and punctuality must be obtained as the public will not support the line. The line must not only be a source of safety and punctuality but it will be lost on account of the pressure on the public. What more tangible method is there for increasing the likelihood of safety and punctuality than by using three-engine planes? The European air lines have been collecting public opinion for six or seven years. The main reason of opinion there is for use of transport planes to be anti-repeated. This opinion was not later than forced from the increased probability of safety alone but from some of the other advantages of three-engine planes. Some of these may not be considered and discussed.



The American Wireless flying four-passenger three-engine aircraft built for Imperial Airways (three-folding before 300 ft. above ground).

Furthermore, space and stability require use a source of great expense. On long transport lines, it is common practice to fly one engine in case of risk terminal for each plane. This requires three engines per plane for single engine planes and two engines per longer plane. If both planes had the same total but the engine one per sq. ft. was the same, the price of the three engines required for the single engine plane would be 50% more than the two engines required for the three-engine plane. The cost of engine for a single one-cooled engine is less than the cost of smaller engines for a three-cooled engine, due to the cost construction.

## Comparative Fuel Costs

It is probable that one engine on a small plane would burn 50% less fuel than would three 200 lb. engines. On the United States Mail route, the fuel is only about 3% of the monthly expenditures, so the increased cost of fuel for three engines would be only 1 1/2%, a very cheap rate of insurance for the added safety of the three engines, and practically available when the larger loads of the three-engine planes are considered.

When large engines have been used on commercial planes, safety is also have been obtained with reduction in weight and also in engine possibilities. With three-engine planes, even one-cooled engines, the engines are then full rated power of low speeds so there is no on-again, no off-again getting. For commercial flying reduction in weight is so much as it is necessary that not, in expense to insurance and repair and maintenance, very valuable part in engine insurance support.

There are other important points to be considered. The public in general is not accustomed to having it so stated in its mind and distrust the use of the several single and two-engine planes. It does not even risk its life and expense in large volume with such planes. Its main time is at forced landings. Because the cause of most of the forced landings, by using three engines in forced planes and the psychological reaction will be immediate. One step into a plane means plane with the back of foot with which one would expect an immediate. It is the old story of single engine with one engine. Proof is not lacking of this psychological reaction of the public in favor of three-engine planes. This was pronounced examples have occurred this year, at the killing area of the public to suggest difficult flying projects, also with part of three engine planes are used. The previous request of the group of engineers that included General Sir and the influence on the public at Detroit and where to calculate in the Walker Expedition was undoubtedly because these three engines at the public had experience with that the three engine planes. To be used were the United States and Wilson had been in the Arctic previously with single-engine planes. These facts indicate the misgivings of their engine planes and the public, just as suggested, is then clear. Public suggest by calculations is even harder to obtain than public support in government and not, so that these true examples of the influence of the public to support will maintain from prompt, even then some planes should be eventually kept in mind as all transport lines, depending on this time, or public support.

It is not difficult to visualize how the Air Mail between New York and Chicago can be made to gain its safety and



The Kistler three engine vehicle



The Faber four-engine passenger airplane (three Wright Whitt of 200 hp. engines)



The Ford three-engine Tri-motor 4-AT (Shaw Wright Wheelbed 200 hp. engine)

It is difficult to obtain figures on the percentage of light-delayed or cancelled because of bad weather, which, in most cases, causes poor visibility. The British figure shows that, in 1935, 10.5 of the 100,000 flights were caused by bad visibility, and 5.05 in 1936. As previously noted, the likelihood of air transport lines, whether for mail, express or passengers, the source of delay must be considered. Poor visibility can be counteracted by stability in the planes, radio compass directions, landing lights and X-ray lights, and other aids, but all of these aids will be of no avail if the pilot cannot find his way into the plane and leave that there is a real possibility of power plant failure before it reaches the large terminal field at the end of his run. The pilot's experience of power plant failure with modern three-engine planes indicates that there is a 10 to 15 per cent chance of a plane in line in one of power plant trouble, instead of depending on the engine to be replaced. When the machine is in line, he returns (and properly) to the three planes. What good will be a class of Federal radio communication, or the air routes, and other aids, to an engine, in the pilot's case, but have sufficient confidence in these power plants to rely on no engine, only, instead of safety?

#### Increasing Pilot's Earning Capacity

The Air Mail pilots fly 32 to 40 hr. per week and are well paid at 70 cents per hour. Economical equipment, even on the limited routes, average 30 to 40 hr. per week, and frequently require until they retire from old age. By decreasing the wear stress of the pilot on a three-engine plane, there is no reason why he cannot greatly increase his earnings and his earnings, and continue his flying for years. As the pilot's pay is about 10% of the operating costs of an aircraft, a saving in this line will be appreciable.

James, tells the Air Mail figures on average earnings, as given by Mr. Whitehead—radiation, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 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3746, 3747, 3748, 3749, 3750, 3751, 3752, 3753, 3754, 3755, 3756, 3757, 3758, 3759, 3760, 3761, 3762, 3763, 3764, 3765, 3766, 3767, 3768, 3769, 3770, 3771, 3772, 3773, 3774, 3775, 3776, 3777, 3778, 3779, 3780, 3781, 3782, 3783, 3784, 3785, 3786, 3787, 3788, 3789, 3790, 3791, 3792, 3793, 3794, 3795, 3796, 3797, 3798, 3799, 3800, 3801, 3802, 3803, 3804, 3805, 3806, 3807, 3808, 3809, 3810, 3811, 3812, 3813, 3814, 3815, 3816, 3817, 3818, 3819, 3820, 3821, 3822, 3823, 3824, 3825, 3826, 3827, 3828, 3829, 3830, 3831, 3832, 3833, 3834, 3835, 3836, 3837, 3838, 3839, 3840, 3841, 3842, 3843, 3844, 3845, 3846, 3847, 3848, 3849, 3850, 3851, 3852, 3853, 3854, 3855, 3856, 3857, 3858, 3859, 3860, 3861, 38









Leaving Cleveland the remaining 26 planes flew successfully on to Fort Wayne. These included the Wacoan No. 13 piloted by Russell Hender which had rejected the tour for the week, though unable to come in the next.

The arrival at Fort Wayne was exciting and interesting enough to have been witnessed by more than the rubber curl crowd that was on hand to meet the planes. Walter Beach took across the whole matter and followed slowly after a short interval by Meador in his beautifully streamlined and fluid Veritas. Then in quick succession came several groups in which the planes were only a few seconds apart and the victor barely had time to be within twenty-five minutes. The distance of the top was just about enough to keep them headed closely with the last of 18 minutes which the slowest plane had over Beach, who started last. The fluid Veritas leader was this lap, the Meador's speed was less than two mph less than the Travel Air and with its 200 pounds greater load he has a 450 better Navy Number. The story of the last lap to Detroit has been told above.

#### Analysis of Causes

As will be seen by the following brief list of the planes which had to drop out of the Tour, probably the most serious cause by engine trouble of a major but important



Major Beach (left) and Miss Goldborough who won the Edith B. Ford Trophy landed her in the Commercial Airfield, Detroit, with her machine, the Travel Air with the Wright Whetstone engine.

where. The fact that all of these motor troubles except one occurred to machines equipped with officially indicated of the reason—big engines in at last looking to more modern designs, even at higher prices.

#### CAUSE OF NUMEROUS OF CONSEQUENCE

Plane No.	Pilot	Engine	Hours	Cause of Trouble
10	W. H. Gilling	Eppler	220	Engine failure
11	W. H. Gilling	Eppler	220	Engine failure
12	W. H. Gilling	Eppler	220	Engine failure
13	W. H. Gilling	Eppler	220	Engine failure
14	W. H. Gilling	Eppler	220	Engine failure
15	W. H. Gilling	Eppler	220	Engine failure
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96	W. H. Gilling	Eppler	220	Engine failure
97	W. H. Gilling	Eppler	220	Engine failure
98	W. H. Gilling	Eppler	220	Engine failure
99	W. H. Gilling	Eppler	220	Engine failure
100	W. H. Gilling	Eppler	220	Engine failure

A Resume of the Results of the Tour from Wichita to Detroit. (For Results to Wichita see AVIATION Aug. 23.)

Plane No.	Pilot	Engine	Hours	Cause of Trouble
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## Another Success for Napier!

To discover the best German airplane a competition has been held in Germany recently.

This Competition proved so strenuous both from a reliability and seaworthiness point of view, that of the seventeen machines entered, only three finished.

A Henkel airplane, fitted with the only British NAPIER Lion engine in the competition, won First Prize, being the only machine and engine to complete the severe trials without any repair or penalty mark.

For all purposes in all climates  
install the British-built water-cooled

# NAPIER

The finest aero engine in the World

### OTHER NAPIER ACHIEVEMENTS IN 1926

Cairo to Cape Town and back to  
England by four Royal Air Force  
Fairey machines

Total engine miles - - 76,000

Plymouth to Alexandria and back  
by two twin-engined Royal Air Force  
Supermarine flying boats

" " " - - 27,600

Spain to Buenos Aires by twin-  
engined Dornier flying boat flown  
by Major Franco

" " " - - 12,518

All these flights were accom-  
plished free of any engine trouble.

D. NAPIER & SON LTD.  
Acton, London, W.3



## Woodson Commercial Airplanes

Three Commercial Models Produced in Ohio Factory.

THE WOODSON Engineering Co., of Bryan, O., manufacturer of commercial airplanes, was formed in August, 1933, by O. L. Woodson, then a field engineer of the United States Air Mail Service. Mr. Woodson was present at a job in the Army Air Corps (then the Air Service) during the War and served in France, returning spending two years with the Air Mail Service. Building the mail line, a fast commercial plane with plenty of service power and a high factor of safety, together with the other requirements of a fast mail and fast business plane, the Woodson Engineering Company set to work on the problem and in May, 1935, produced the first plane, known as the Woodson Express. This airplane has proved a marked success and, while the company started upon a conversion drive with a limited capital and sales, the demand for these Woodson planes has increased so rapidly that the factory has given rise to increased in one week of new orders \$100,000 to \$1 of manufacturing time and parts are under way for a further increase in both the size and the number of the company.

At present, with a manufacturing force of 25 men, the Woodson Company is producing three airplanes per month, but it is anticipated that, in the near future, which is not long, it will produce the production rate to one airplane per day. The company now produces three models, the Express, the Sport and the Woodson Transport, all single-engine planes of considerable excellent design and construction, which come about the same field at commercial air rates.

In field flying activity, the Woodson Company is also in the line, making as they maintain a first class flying field at Bryan, O., with a 1900 ft. runway East and West, 300 ft. wide. The runway is graded and consequently is usable in almost all the year around. Modern service system is available with telephone and telegraph right on the field which is only a block away from the center of the town. Another to say, the Woodson Engineering Company available service and changes will be provided free of charge. We would suggest that the company must receive many orders, for the field is located in a highly where a very good deal of flying is being done and the facilities available must prove a great attraction to passing pilots.

### Woodson Sport

Of the company's products, the Woodson Sport, Type 3-A, will be described first. This is a single-engine airplane, standard power with either a 230 hp. (Bristol) radial air-cooled engine, a Wright Whirlwind 260 hp. air-cooled engine, a 180 hp. (Bristol) Star water-cooled engine or a Curtiss K-6 en-

gine, also a radial engine. The tail has two propellers, one for the propeller and one for the tail and is constructed very simply to withstand the engine torque reaction. It has a standard radial steel tube fuselage with tail assembly and accessories, two passenger and the pilot.

### Standard Details

The wing structure is of the biplane type, the upper wing being constructed in two sections joined at the center line with heavy strap fittings where the wing is supported by a column at two struts sloping outward at a 30 deg. angle. The lower wings are attached to the fuselage by means of fittings welded to the structure and is attached and through with 5/16 in. stainless steel. The struts are constructed of stainless steel with pins at 1/4 in. diameter with space nut struts. The air seal leaving is provided by means of double 5/16 in. steel rods (throughout). Adapters are on all four wing tips and 1/4 in. rods are placed inside the wing, each individual control operating independently of the others. The lower wings or the fuselage are provided with a network of 3/16 in. 10 in. rods.

The fuselage is constructed of 1005 steel tubing, rigidly constructed in the forward section while the other section behind the cockpit is based on wire and permits a degree of flexibility. Work is extremely satisfactory from the structural standpoint. The engine mounting is detachable by removing four bolts and is so designed that when removed the entire engine mount—engine, oil pan, oil tank and cooling—comes off in a whole and thus a change may be made from a radial engine of the Vee type for example to an air-cooled radial engine in a very few minutes. This is, of course, an extremely valuable point for it means that, in the event of an overhaul becoming necessary in the engine, the airplane is left in use of service only during the few minutes it takes to change the engine. Furthermore, a large variety of engines may be employed because of the adaptability of the design to either the radial or air-cooled engine.

The tail unit is constructed, as previously mentioned, entirely of steel tubing. The elevator horns or long rods are made the fuselage and are operated by four 5/16 in. cables which run direct to the control column, then extending all pulleys, etc. The rudder, which is balanced, is of very good size making excellent ground maneuverability. The stabilizer is adjustable in flight from the pilot's cockpit and the fin may be adjusted on the ground to correct the propeller torque.

The undercarriage, which has a wire wheel tread of no less than 5 ft., is constructed of round steel tubing, streamlined

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## Side Slips

By ROBERT S. CHERRY

The newspapers, quite the King of England as being very much depressed with the distress of the domestic war at some point has been in England. The reports of this news also noted that, as a result of his criticisms, the dream was quite noticeably longer on succeeding days. This amounts to that we obtained quite a bit of complete success with the National Air Bores last year, that the short shorts then prevailing were interfering with their view of the race and he hoped that the race will be in time for those who have this year's race in charge to do something about that matter, so that there will be no more of vertically aimed eyes among the race spectators anymore.

There is another little matter which the directors of the coming air men should investigate too. W. H. H. reports that he has a very good friend, a pilot, who has been winning races at all sorts of the year, among them the Maryland Association of New York, Empire Race last year, trying to encourage a Dallas V-1400 engine with OS-3 motor race and push race.

Our friend, the Intrepid Aviator, says he was going to enter the Duane-Savage race but changed his mind when someone informed him that he would have to win the trophy at three successive endurance exhibitions in order to get permanent success.

The news that Louis Bleriot had flown across the English Channel for the second time yesterday gave him made the first flight across that water, is interesting in that it can be compared with Mrs. Edith's most successful attempt to swim the same barrier. In considering the number of spectators who have been able to cross the Channel, the first flight across does not seem nearly as an accomplishment, unless we remember that anyone doing Channel flying in those days had to be a pretty good swimmer too.

F. A. W. writes in to inquire about the recent wedding held in an airplane, flying over New York City. He wants to know if the bride was making good on some previous declaration that she "wouldn't marry the first guy on earth." Not knowing either of the particulars in this wedding so cannot answer the inquiry, but I'd like to ask a question myself. Did the plane follow the two-hour road custom by throwing a couple of doors from the leading gear, right after the ceremony?

As it was the first try shift for the officiating minister at this wedding, you bet it was not as he thought was to the effect that he could not see why the bridegroom had to tempt fate in so many different ways at the same time.

"Yes," Edgely, the promoter of the coming Dempsey-Tenney championship fight, stopped recently when Tenney proposed to fly with an Avion Star instead of his jet in the boxing ring, finally refusing to permit him to make the trip that way. Openness seems to differ as to what is, and is not dangerous. Personally, I'd wish prefer to make the same short-cut trip, instead of landing twice than to stay in the ring with Dempsey just once.

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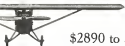
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## AIRPORTS AND AIRWAYS

### New England News

By Peter Adams

On Saturday, Aug. 24, the 20th Division Air Service, Massachusetts National Guard, departed for two week's duty at Langley Field, Virginia, under the command of Maj. Charles H. Buckley, while a number of the reserve Army pilots are at Mitchell Field for two weeks. In spite of these changes, there is considerable activity at the Air Port. During the week Aug. 24-31, the Army has flights over 27 in while at the Naval Reserve Air Station at Squantum they piled up nearly 300.

The 33rd AAA recently appropriated by the Boston City Council has now been made available and work is expected to commence at the Airport soon. This amount is to be used in building and improving the runway and it is hoped that you will see an appropriation which will enable the notable landing and taking of the entire area.

Gen. W. C. White has been on Aug. 13 on a Douglas from Wright Field and returned on to Boston, Mr. John News (Boston) came up from Edgewood Arsenal with Col. John C. Prescott and returned the same afternoon. On Thursday, Aug. 12, Capt. and Chaplain Rev. John Washington is believed to be having supper with the Air Port and W. C. News. He reported to return to Washington within a few days.

Amusement has been made that Capt. A. Raymond Brooks, Brookline, Mass., has been designated by A-4-4-41 Sec-1.

Harry MacCadden to make a survey of the lighting requirements for the Boston-New York air route. (Boston is a World War era and program in this assignment has been going splendid work with the development of aviation in the north.)

Orville Edler is reported to have said as the finished his annual report that his idea of aviation would be to get into the air over the year. With that's someone consider him the president of the N. A. A.

### Atlantic City, N. J.

J. W. Stone, a chief pilot officer at the U. S. Coast and Patrol Service, has been from the Naval Air Station, Hampton Roads, has from Hampton Roads to Atlantic City, a distance of 200 miles in 1 1/2 hours. Stone came to the coast to spend his vacation and was given the use of the plane to make an actual report to the Navy Department on landing conditions at the airport. He finally was successful in landing and after taking the plane to Lakeland, some while later he will return with it to the U. S. Coast.

### Cincinnati, O.

By R. Allen Hay

The planes competing in the Dayton-Birmingham race arrived at Cincinnati at noon on Aug. 18. With two exceptions, all the planes landed at Leslie's Airport between 11 and 12 P. M. The exceptions were Jack Kassar's a Douglas Dart which arrived about the middle of the afternoon and H. H. Smith's a Woodson who landed the airport at 6:20 p. m. in the evening.



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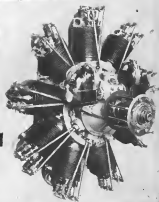
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